

CITY OF SACRAMENTO

ZONING DEFINITIONS

Below is a list of zoning descriptions from the City of Sacramento's Zoning Code (Title 17). This is not a comprehensive list of the zones in the City Code, but does include the existing and proposed zoning of affected parcels.

RESIDENTIAL

R-1—Standard Single-Family Zone. This is a low density residential zone composed of single-family detached residences on lots a minimum of fifty-two (52) feet by one hundred (100) feet in size. A duplex or halfplex is allowed on a corner lot subject to compliance with specific restrictions. In addition, alternative ownership housing types, such as townhouses, rowhouses, and cluster housing, may be permitted with a special permit to satisfy inclusionary housing requirements. This zone may also include recreational, religious and educational facilities as the basic elements of a balanced neighborhood. Such areas should be clearly defined and without encroachment by uses not performing a neighborhood function. Minimum lot dimensions are fifty-two (52) feet by one hundred (100) feet interior, sixty-two (62) feet by one hundred (100) feet corner. Approximate density for the R-1 zone is six to eight dwelling units per acre.

R-2A—Multi-Family Zone. This is a multi-family residential zone designated to provide for garden apartments and cluster housing. This zone is regulated so that the structures cover a minimum of ground area and a maximum of open space is provided. Units can be individually owned through compliance with the condominium regulations in Chapter 17.192. Minimum land area per unit is two thousand five hundred (2,500) square feet. Maximum density for the R-2A zone is seventeen (17) dwelling units per acre.

R-2B—Multi-Family Zone. This is a multi-family residential zone. This zone offers broader density flexibility as a transition from the garden apartment setting to a more traditional apartment setting. Units can be individually owned through compliance with the condominium regulations in Chapter 17.192. Minimum land area per unit is two thousand (2,000) square feet. Maximum density for the R-2B zone is twenty-one (21) dwelling units per acre.

R-3—Multi-Family Zone. This is a multi-family residential zone intended for more traditional types of apartments. This zone is located outside the central city serving as a buffer along major streets and shopping centers. Minimum land area per unit is one thousand four hundred and fifty (1,450) square feet. Maximum density for the R-3 zone is thirty (30) dwelling units per acre.

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R-3A—Multi-Family Zone. This is a multi-family residential zone located in the central city and certain areas adjacent thereto. It is designed to provide development regulations that are consistent with goals for various residential areas in the central city. Minimum land area per unit is one thousand two hundred (1,200) square feet. Maximum density for the R-3A zone is thirty-six (36) dwelling units per acre.

COMMERCIAL

C-1—Limited Commercial Zone. This is a limited commercial zone which allows certain office, retail stores, and commercial service establishments which are compatible with residential developments. This zone is intended to be applied to small parcels which are surrounded by a residential neighborhood. Any nonresidential development in the C-1 zone that requires a discretionary entitlement shall also be subject to review for consistency with the commercial corridor design principles adopted pursuant to Section 17.132.180 and as they may be amended from time to time.

C-2—General Commercial Zone. This is a general commercial zone which provides for the sale of commodities, or performance of services, including repair facilities, offices, small wholesale stores or distributors, and limited processing and packaging. Any nonresidential development in the C-2 zone that requires a discretionary entitlement shall also be subject to review for consistency with the commercial corridor design principles adopted pursuant to Section 17.132.180 and as they may be amended from time to time.

INDUSTRIAL

M-1—Light Industrial Zone. This zone permits most fabricating activities, with the exception of heavy manufacturing and the processing of raw materials. In addition, regulations are provided in the M-1(S) zone to provide more attractive and uncrowded developments.

M-1S—Light Industrial Zone. The same as M-1, but with additional setback, screening and landscaping requirements.

MIXED USE

RMX—Residential Mixed Use Zone. This is a mixed use zone. The zone permits multiple family residential, office and limited commercial uses in a mixture established for the area through a special planning district or adopted locational standards. Maximum density in the RMX zone is thirty-six (36) dwelling units per acre. The RMX zone allows a mix of moderate density residential and neighborhood-serving commercial uses as a matter of right. Residential densities are the same as that of the R-3A zone, while the types of commercial uses permitted are generally similar to that of the C-1 zone. See Chapter 17.28 for more details.

ZONING SUFFIXES (ZONING REQUIREMENTS BEYOND BASE ZONING)

EA – Executive Airport Overlay Zone. The EA designation is applied to the Executive Airport area included within the four airport zones, as generally delineated on Figure 11 of the 1999 executive airport comprehensive land use plan. The four safety areas are: the clear zone; the approach-departure zone 1; the approach-departure zone 2; and the overflight zone. The clear zone (EA-1) is near the end of the runway and is the most restrictive. The approach-departure zones (EA-2, EA-3) are located under the takeoff and landing slopes and are less restrictive. The overflight zone (EA-4) is the area under the traffic pattern and is even less restrictive.

R – Plan Review. A plan review is an additional review requirement for a proposed development plan to ensure, among other things, that the proposed development is consistent with the general plan and any applicable community or specific plans; that the utilities and

infrastructure are sufficient to support the proposed development and are compatible with city standards; and that the proposed development is compatible with surrounding development.

TO – Transit Overlay Zone. The transit overlay (TO) zone allows a mix of moderate to high density residential and nonresidential uses, by right, to promote transit ridership within walking distance of an existing or proposed light rail transit station. This overlay zone provides a streamlined approval process, permits increased heights, densities and intensities over the base zone for projects with a residential component and encourages housing and mixed use projects. The district also restricts certain uses that do not support transit ridership. The TO zone may be applied to RMX and C-2 zoned property any portion of which is located within a quarter-mile radius of an existing or proposed light rail transit (LRT) station or within a half-mile radius of an existing or proposed light rail transit (LRT) station if the property to which the TO overlay zone is to be applied is within the area of a transit village plan. See Chapter 17.178 for more details.

For more information on City zoning descriptions refer to the City's Zoning Code at <http://www.qcode.us/codes/sacramento/>.